

**Remarks**

Claims 1, 2, 4-9, 11-15, 17-32 and 34-36 are pending in the application. Claims 5, 6, 12, 13, 25, 26, 35 and 36 are allowed. Claims 1, 2, 4, 7-9, 11, 14, 15, 17-24, 27-32 and 34 are rejected.

Amendments have been proffered for the claims. Claim 29 is cancelled. Amendment is made to the rejected independent claims (claims 1, 7, 14, and 31) to incorporate at least partially the limitations of the dependent claims (claims 2, 9, 18, 29 and 32), particularly the teaching that the archway is adapted to allow at least a portion of the support system components to pass between the upper crown portion and the lower lobe portion through the archway member.

A clean copy of the claims, as amended, is attached.

***Claim rejection under 35 U.S.C. 102(b)***

The Examiner has rejected claims 1, 2, 4, 7-9, 11, 14, 15, 19-21, 31, 32 and 34 under 35 U.S.C. 102(b) as being anticipated by FR 2303711.

The rejection is not well taken.

The Examiner recited that "FR 2303711 discloses having an arcuate structure wherein the archway has u-shaped cross-section that has components running through it. See page 3, lines 34-page 4, line 10 and figures 3 and 4." The applicants respectfully traverse such reading.

The applicants have acquired a translation of the relevant disclosure (page 3, lines 34-page 4, line 10 and figures 3 and 4) from a professional translation service.

As translated, the specification (page 3, lines 34-page 4, line 10) reads as follows:

"As shown in figures 3 and 4, the shell of an igloo includes a frame formed by metallic trusses running lengthwise, such as 26, 26', 26'', etc., made up of metallic structural bars in rectangular sections in weldable light alloy and of small arches made up of vertical rectilinear structural bars, such as 27, 27', possibly interrupted by the frames 28 of windows 29, and corresponding to the side walls of the igloo, the slanted rectilinear components, such as 30, 30', 30'', etc., corresponding to the angled arches fitted to the rounded form of the section of the body 1, and a horizontal component 31 corresponding to the ceiling. The slanted components 30, 30', 30'', etc. are held together and attached to the vertical components by solder on the lengthwise trusses 26, (Fig. 5) and if needed by means of the structural bars 32 in the shape of an angle whose sides are spread such that they form between them an angle greater than 90° of the value corresponding to the angle formed between them by the components 30, 30', this connection component itself being welded in a curve fitted on one of the assembled structural bars 30."

It is apparent that the translated passage, when read in conjunction with Figures 3 and 4, does not teach the presence of any components running through the archway.

The amendment proffered to each of the independent claims (claims 1, 7, 14, and 31) involved in the rejection based on anticipation has clearly distinguished the claimed invention from the cited prior art. Therefore, it is the applicant's position that all the claim rejections based on the alleged anticipation by FR 2303711 should be withdrawn.

***Claim rejection under 35 U.S.C. 103(a)***

The Examiner has rejected claims 17, 18, 22-24, 27-30 under 35 U.S.C. 103(a) as being unpatentable over Norris (U.S. Pat. No. 2,111,326) in view of Robillard et al. (U.S. Pat. No. 3,330,506).

The rejection is not well taken.

In discussing the 103(a) rejection, the Examiner recited teaching of FR 2303711, Norris and Robillard et al., and finally concluded that "it would have been obvious to one skilled in the art at the time the invention was made to have ran system components through FR 2303711' hollow archways as taught by Robillard et al. to accommodate the passengers." Therefore, it is the applicants' belief that the Examiner intended to set forth the 103(a) rejection over FR 2303711 (rather than Norris) in view of Robillard et al and possibly further in view of Norris.

It is the applicants' position that the present application is not obvious over FR 2303711 in view of Robillard et al. and optionally further in view of Norris for the reasons to be set forth below.

As discussed above, FR 2303711 does not teach the presence of any system components running through the archway.

The applicants agree with the Examiner's reading that "Robillard et al. teaches that system components that run thru a hollow passageway of an aircraft is well known in the art (see figure 2)." However, this teaching is irrelevant to the present application and it does not add to FR 2303711 to render the archway design in the present application obvious. Robillard's passageway, where the system components run thru (Figures 2, 3, 4, 9), is not an archway as claimed by the present invention (e.g. claim 1). In fact, Robillard's passageway, based on the figures presented, is expected to run lengthwise along the aircraft fuselage, rather than substantially perpendicular to the length direction of the aircraft fuselage. Robillard's passageway is essentially in the upper crown portion of the fuselage without any end members connected to the floor. Robillard's passageway,

being restricted to the upper crown portion, would not be able to hold system components running between the upper crown portion and the lower lobe portion.

Norris further fails to overcome the deficiency of FR 2303711 and Robillard et al. Part 29, an arch-shaped void, is clearly indicated as a clearance with no suggestion of running system components therein (page 2, left column, lines 47-52).

In conclusion, FR 2303711 when considered in view of Robillard et al. and further in view of Norris, fails to teach or suggest the presently claimed invention. Therefore, all the claims rejections due to obviousness over the cited prior art should be withdrawn.

It is submitted that the application is in condition for allowance and notice thereof is respectfully requested.

Respectfully Submitted  
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